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sanitary authorities of that city. More stations for the reception of rats have been established, rats are being purchased in the rural districts, factories and railway authorities have been notified to increase their vigilance, and the disinfection of small boats has been begun.

Bills of health issued week ended June 12 to 3 steamships having an aggregate of 511 members of crews, and 1,051 steerage passengers, and saloon passengers.

The *Korea*, with 64 saloon and 224 steerage passengers, was bound to Manila via Japanese ports; the *Kaga Maru* to Seattle, via Victoria, with 35 saloon and 142 steerage passengers. The sailing of the *Hong Kong Maru* for Salina Cruz, Mexico; Callao, Peru; Valparaiso, Chile, and other South American ports is interesting from a sanitary standpoint. She carried 121 Chinese and 553 Japanese steerage emigrants for Peru, and will stop at Honolulu for freight only. This is the second steamship to sail of a line started by the Toyo Kisen Kaisha, and it introduces a new factor of danger to the Orient in the introduction of yellow fever and infection by mosquitoes, so common in China.

#### *Examination of emigrants.*

Number of emigrants per steamship *Kaga Maru* June 9 for Seattle, Wash.: Examined, 48; rejected, 4; held for observation, 12.

#### *Methods in use at Yokohama for preventing ingress of rats into hulls of vessels—General shipping conditions—Care of food supply and personnel.*

The following is received from Doctor Cumming, under date of June 14, in response to inquiry made by the bureau May 18:

1. *Trade with the Pacific coast of America direct or via Hawaii.*—This trade is conducted, with few exceptions, in vessels of various mail lines, the port of origin of which is Hongkong, in which port the vessels of such lines, i. e., Pacific Mail, Toyo Kisen Kaisha, to San Francisco via Hawaii, Nippon Yusen Kaisha, Great Northern, Bank, and other lines to Puget Sound, lie empty, or while unloading and cleaning for an average period of ten days. Upon arrival at this port these vessels have taken on cargo at Hongkong, Amoy, or Keelung (during tea season only), Shanghai, Nagasaki, Kobe, Yokkaichi, Shimidzu (during tea season only), and Yokohama, which is the last port of call, and at which these vessels lie for about two days.

All vessels except those of the Nippon Yusen Kaisha lie out in the open bay, and these vessels are compelled to wear rat guards while at the dock and have a light on the gangway if one be used. Exceptions to origin in Hongkong are (a) vessels of the Alfred Holt (blue funnel) line from Liverpool via Suez, Colombo, Straits, China, and Japan ports for Seattle and Victoria. These vessels bear a certificate on the original bill from Liverpool or Glasgow, showing fumigation while empty, and consular statements on the supplemental bills as to use of rat guards, etc., in Singapore and Port Said. (b) Vessels of Chargeurs Réunis, which follow a similar course, and bear fumigation certificates from Havre, and which after leaving here, sail for Hawaii or Seattle direct. (c) An occasional oil steamer.